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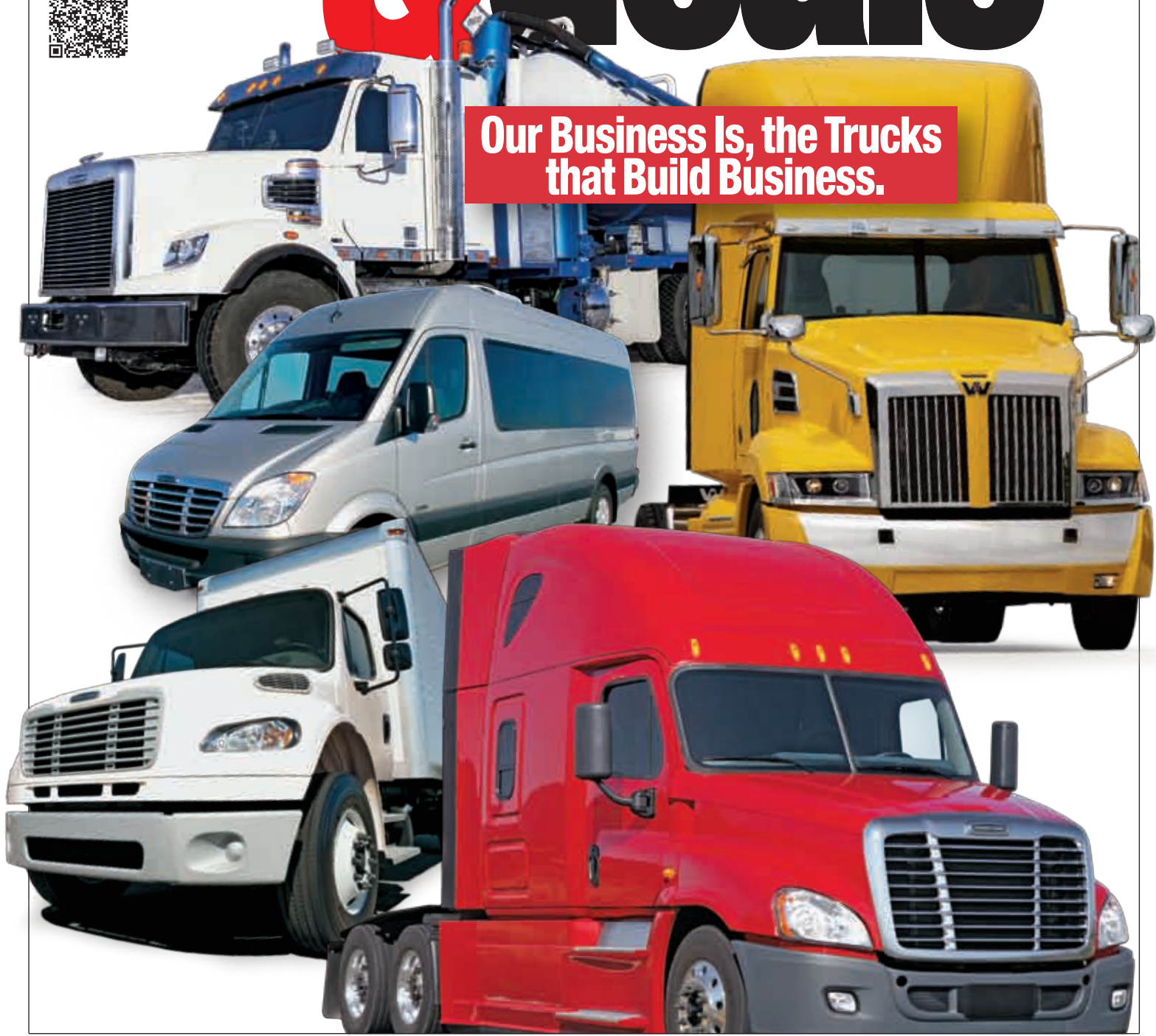
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CHECK 'EM OUT ON PAGES 6 & 7!



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SET 189800KA15

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Offer expires February 28, 2015

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Through a radar and optional camera system, Detroit Assurance provides optimum on-road safety, as it integrates seamlessly in the Freightliner Cascadia® and Cascadia Evolution equipped with a Detroit™ engine and DT12™ or a manual transmission. With the bumper-mounted radar and the optional camera mounted on the windshield, Detroit Assurance communicates information to the truck's brakes, engine, and transmission in real time.

Radar System



FOR MORE INFO: DEMANDDETROIT.COM/ASSURANCE/



Lane Departure Warning

(LDW) is an optional independent system that is only available in addition to the radar system. LDW uses a camera to track the truck's position and provide warnings if the truck veers out of its lane.

Camera System

WHEN CROSSING A LANE WITHOUT A TURN SIGNAL, LDW MUTES THE RADIO AND SENDS AN AUDIBLE WARNING.



Active Brake Assist (ABA) is always on, detecting the distances to objects, calculating speed, and determining if a warning or action is necessary. Based on the position and speed of your truck and other vehicles, ABA warns the driver and decelerates automatically to lessen the severity of collisions that might otherwise be unavoidable.

ABA PROVIDES 3 PHASES OF COLLISION MITIGATION

Adaptive Cruise Control (ACC) automatically adjusts your truck's cruising speed to maintain a safe following distance from other vehicles in your path, allowing your truck to remain in cruise control longer.



12 A econ	Adaptive Cruise Control	3/9
210,000 mi	3.5 sec	65 mph 225 ft

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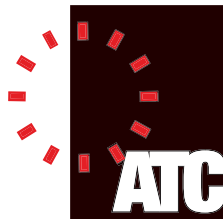
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(5) 2011 FREIGHTLINER CASCADIA 72" raised roof, ISX Cummins @ 450 HP, Jakes, 10 speed, air ride, fixed fifth wheel, 6 aluminum wheels, warranty is available. **THESE LOW MILE TRUCKS WITH THERMOKING APU'S, AND SIDE BOXES ON THE OUTSEATS AND DOUBLE BUNKS** STOCK# S297561



(2011 FREIGHTLINER CASCADIA 73" raised roof, DD15 Detroit @ 455 HP, Jakes, 10 speed, 3.55 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. Wide Variety of 2011 and 2012 Cascadia Condo/s on the ground now!! **DETROIT AND CUMMINS POWER. COME GET THE #1 ROAD TRUCK IN THE INDUSTRY TODAY!!**



(6) 2012 FREIGHTLINER CASCADIA 73" raised roof, DD15 Detroit @ 455 HP, Jakes, 10 speed, 3.36 rears, air ride, air slide, custom interior, aluminum wheels, warranty is available. Group of 2012 Cascadia's with miles as low as 324K! **HIGH CONTENT WITH NEW VIRGIN DRIVE TIRES AND APU'S. VARIOUS COLORS AVAILABLE.**



(2) 2009 FREIGHTLINER COLUMBIA Day cab, 14.0 liter Detroit @ 475 HP, Jakes, 10 speed, 3.90 rears, air ride, air slide, 6 aluminum wheels, warranty is available. **CHECK THIS ONE OUT!!** DD15/475 HP power. 210" wheelbase, headache rack, **WET KIT, STORAGE BOX, BEACON LIGHT... AND ONLY 188K FOR MILES!!** STOCK# SAG5915



AT9500 Series 60 Detroit @ 515 HP, Jakes, air ride, air slide, standard interior, warranty is available. **WITH MORE AVAILABLE**



(6) 2010 INTERNATIONAL PROSTAR 73" mid-roof XT, ISX Cummins @ 455 HP, Jakes, 10 speed, 3.21 rears, air ride, air slide, standard interior, 6 aluminum steel wheels, warranty is available. **FLEET MAINTAINED, SOME WITH APUS**



(5) 2010-2012 KENWORTH T660 72" raised roof, ISX Cummins @ 425 HP, Jakes, 10 speed, 2.64 rears, air ride, air slide, custom interior, 6 aluminum wheels, warranty is available. **HEADACHE RACK WITH APU**



2012 FREIGHTLINER CASCADIA 72" raised roof, DD15 Detroit @ 475 HP, Jakes, 10 speed, 3.42 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. **ARE YOU READY TO IMPROVE YOUR FUEL ECONOMY?**



OWNER CASCADIA Series 60 Detroit @ 450 HP, Jakes, air ride, air slide, standard interior, warranty is available. **364,528 MILES, # SBA4831**



2011 FREIGHTLINER CASCADIA 72" raised roof, DD15 Detroit @ 455 HP, Jakes, 10 speed, 3.42 rears, air ride, air slide, standard interior, 6 alum. wheels, warranty is available. **435,072 MILES, NEW ALUM. WHEELS AND VIRGIN RUBBER, \$64,900.00** STOCK# S54589



2006 STERLING AT9500 Day cab, Series 60 14.0 liter Detroit @ 515 HP, Jakes, 10 speed, 2.79 rears, air ride, air slide, standard interior, 6 aluminum wheels, warranty is available. **430,128 MILES, \$31,900.00** STOCK# SW38473



2012 PETERBILT 386 63" mid-roof XT, ISX Cummins @ 450 HP, Jakes, 10 speed, 3.36 rears, air ride, air slide, standard interior, aluminum wheels, warranty is available. **413,505 MILES, \$79,900.00** STOCK# S147952



OWNER CASCADIA 58" mid-roof, 450 HP, Jakes, 10 speed, 3.58 custom interior, 6 aluminum wheels, warranty is available. **HAVE 5 OF THESE TRUCKS IN MULTIPLE COLORS. NEW RUBBER TIRE READY!**



(7) 2010 INTERNATIONAL PROSTAR 73" hi-style, ISX Cummins @ 455 HP, Jakes, 10 speed, 3.21 rears, air ride, fixed fifth wheel, deluxe interior, 6 aluminum wheels, warranty is available. **VERY NICE ECONOMICAL TRUCKS THAT ARE READY TO WORK!**



(3) 2012 KENWORTH T660 72" mid-roof, ISX Cummins @ 425 HP, Jakes, 10 speed, 2.64 rears, air ride, fixed fifth wheel, deluxe interior, 6 aluminum wheels, warranty is available. **MATCHED UNITS WITH HEADACHE RACKS, TARP BOXES, CHAIN HANGERS, APU'S, FACTORY WARRANTY REMAINING. WON'T FIND NICER UNITS FOR FLATBED!**



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What Is A Starpoint Connector?

One of the most misunderstood devices on the Cascadia truck is the Starpoint connector. Technicians often overlook this device when troubleshooting Cabin Can and GHG14 Detroit PT CAN issues. This article will cover the starpoint's purpose, its location, variations, as well as resistance specifications to help isolate a failed component.



Monty Dyer

■ Cabin CAN

Although J1939 remains the primary datalink for chassis and powertrain control, the Cabin CAN is the primary datalink for messaging of control inputs and outputs. The Cabin CAN is a Daimler proprietary datalink that allows communication between the Central Gateway, Modular Switch Field, SAM Cab and SAM Chassis. Unlike the bus-style J1939 datalink, the Cabin CAN uses the "star topology". At the center of this is the Starpoint connector, which maintains an internal resistance value of 60 ohms for each leg of the datalink. Each leg of the Cabin Can consists of a Can Hi and a CAN Low. As the legs extend from the starpoint connector to each module on the Cabin CAN, a "star" is formed. The CAN High wires will be light blue while the CAN Low will be white. Figure 1 shows the Cabin CAN architecture.

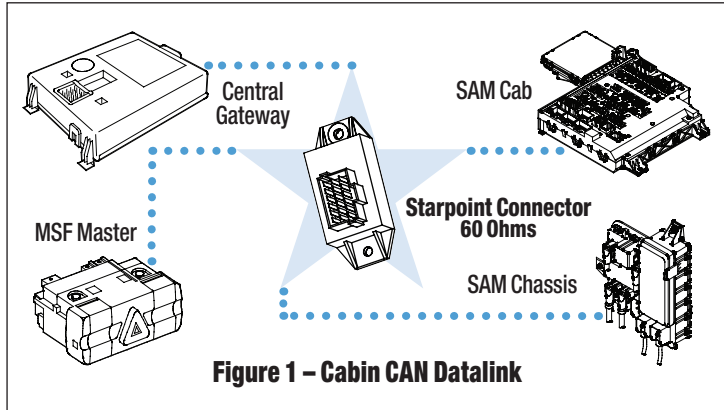


Figure 1 – Cabin CAN Datalink

■ Detroit PT CAN

Beginning with GHG14 engine models, Freightliner began using a Starpoint connector for the Powertrain CAN datalink. The CAN High wires will be light blue in color while the CAN Low will be gray. Unlike the Cabin CAN Starpoint connector, the Detroit PT CAN Starpoint connector does not have the terminating resistors built into the starpoint. Instead, a 120 ohm resistor is housed in the CPC (Common Powertrain Controller) and another 120 ohm resistor is housed in the ACM (Aftertreatment Control Module). When put in parallel, the 120 ohm resistors form 60 ohms resistance. Figure 2 shows the Detroit PT CAN architecture.

■ Starpoint Location

Figure 3 illustrates how both Starpoint's are installed in the center of the cab below the dash on the tunnel plate.

■ Starpoint Variations

Looking at the 2 Starpoint connectors in Figure 4, you will notice that the primary difference between the two are the color of the connector. Both connectors are keyed alike and use the top row of pins for the CAN High wires and the bottom row of pins for the CAN Low wires as shown in Figure 5. However, the internal circuit board is much different between the two. As we discussed earlier, the Cabin CAN Starpoint has an internal resistance of 60 ohms. In figure 6 & 7, a meter is placed between CAN High and CAN Low. The resistance value for the Cabin CAN shows the correct value of 60 ohms vs. a correct value of O.L (Open Circuit) for the Detroit PT CAN Starpoint. Since they are keyed the same, care must be taken to ensure you connect the correct connector into its corresponding Starpoint as they are not interchangeable. The technician should be aware of the expected values before troubleshooting for a failed Starpoint.

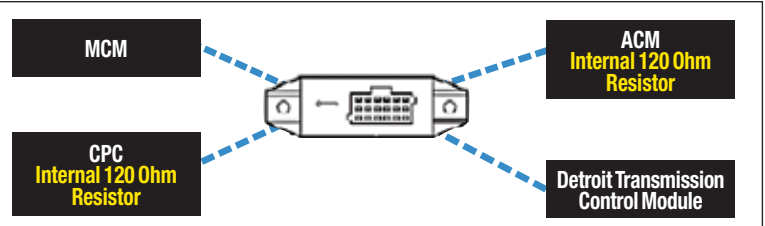


Figure 2 – Detroit PT Can Datalink

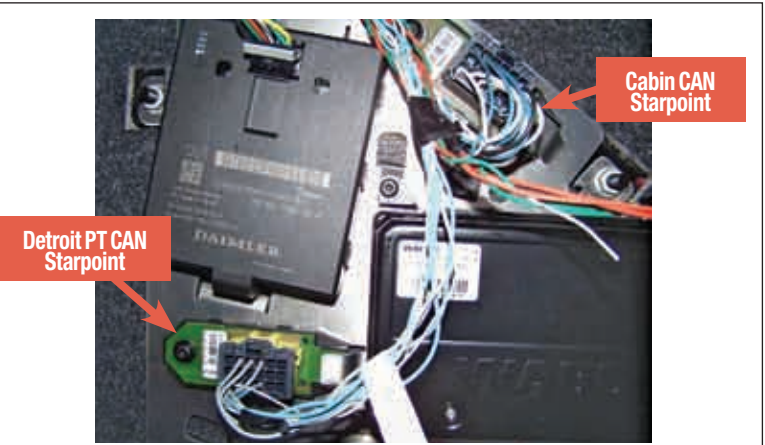


Figure 3 – Starpoint Location

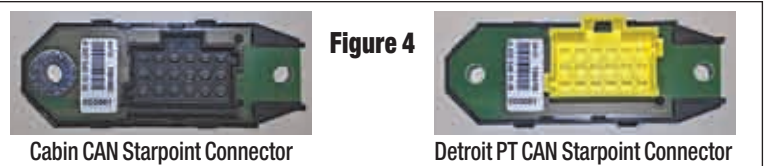


Figure 4

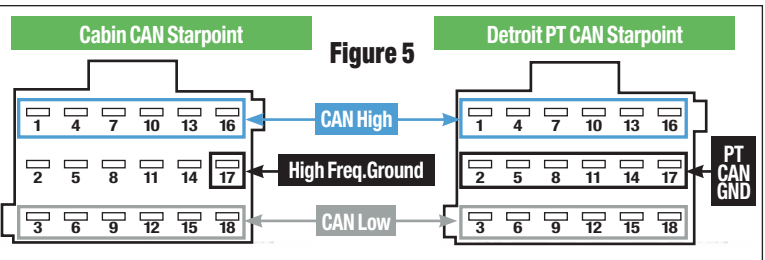


Figure 5



Figure 6



Figure 7



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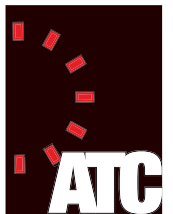
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